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[480]

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The Daily Press.

HONGKONG, APRIL 27th, 1910.

THE question of what we are to do with our novelists is being discussed in English literary circles, not only by the army of novel readers, but also by the novelists themselves. It is true the question is not being discussed exactly in the form we have ventured to put it; it appears under such disguises as "The present position of Fiction," or "The Libraries and the Public." Substantially, however, the question resolves itself into one which concerns the novel-writer themselves. To understand this it is only necessary to consider what the recent action of the circulating libraries really means. The circulating libraries are the middlemen between the novelists and the public. It is not to the buying public the novelist looks for support; the number of copies passing direct from the bookellers to the public is comparatively insignificant. It is the subscribers to the circulating libraries who bring the novelist his profit. It is a short-lived profit; for three months his book may be read by the subscribers and then its circulation is finished and it remains untouched on the shelves. To reap the largest amount of profit from this three months' fame is becoming more and more important to the novelist, for the competition with which he has to contend is enormous. Twenty years ago the number of new novels issued every year was some 600, in round figures; to-day it is probably double that number, and unless the activities of the novelists are directed to other regions of literary enterprise it is certain the annual output of novels will go on increasing.

That the average quality of fiction has depreciated along with its increase in quantity is by no means certain; as long as England is able to produce novelists of the calibre of THOMAS HARDY there need be no pessimistic feeling on this score. Further, it is also by no means certain that the number of readers able to appreciate good literature has at all decreased. Judging from the large number of reprints of English classics which, during the last ten years, have been issued by English publishers, the lovers of real literature have by no means diminished. On the other hand, there has been a great increase of the reading public, for which presumably the Education Act of 1870 is responsible. This Education Act has now "fructified," with results that are hardly edifying. The old body of readers—readers who had taste and discernment—have been swamped under the large body of new readers who have claimed—although tacitly—that it is their tastes and their feelings that shall be ministered to; not the tastes and feelings of the minority. A few enterprising publishers discerned the needs of this new reading public and hastened to supply it, reaping large rewards; others quickly followed suit, and soon the new reading public was found to exceed so largely the old reading public that publishers hardly found it worth their while to cater for the latter at all. The magazine—a compound of detective stories, blood and thunder stories, adventure stories, and pseudo-scientific stories, flavoured with bits of personal gossip—either killed the old literary magazines or compelled them to change their form in answer to the new call. *Fraser's*, *Longman's*, *MacMillan's*, *Temple Bar*, *The Argosy*—all have gone. How does this affect the novelist? In this way: with the increase in competition his three months' circulation in the libraries is no longer sufficient; he must—so to use the technical term—serialize, that is, run his novel as a serial through one of the magazines. To accomplish this he must catch the tone of the magazine readers and appeal, not to the select few, but to the many-headed. The many-headed demand—among other things—"a happy ending"; accordingly the novelist is compelled to find a happy ending, even if he has thereby to sacrifice all his ideas of art. He might temporise like Mr. RUDYARD KIPPLING, who, in the years of his manhood, prepared a happy ending for serial publication and kept his own ending for the novel in book form; but the average novelist is not a Kipling, and cannot trifle with his readers like that. The sensational and the sentimental are what the public wants; conventional crime, and conventional virtues, the villain and the hero each labelled beyond mistake. Thus the magazines and the circulating libraries are enlisted under the same banner, and the novelist who refuses to conform to their wishes has no chance of recognition. A loophole still remained; the reader could be shocked—more especially morally shocked; the animal side of his nature titillated—frankly or under the form of "the liberty of art." Here was a fresh avenue to fame. The "naughty" book, once its "naughtiness" was well advertised, was certain of a large circulation; people would even buy it, which compensated for the inability to serialize it, except perhaps in an expurgated form. So gradually novels of a certain type began to increase, each writer going a step further than the last, until it seemed that the liberty to deal with the problems of life—frankly and openly—which no one denied—was to be turned into a licence to deal with one particular problem of life and one only. Then the circulating libraries intervened, led on by complaints from their subscribers, who had been led to introduce, quite innocently, erotic books into the bosom of their family circle. The libraries felt compelled to take some step to protect themselves, and they proposed a censorship of all new books. A kind of *Index Librorum Prohibitorum* was to be drawn up, where the names of all the "bad" books would be entered, such books to be rigidly excluded from all the circulating libraries. The proposal fell through, mainly because the publishers and the authors did not agree, but there is no doubt that greater precautions to exclude such books from the libraries will be taken in future, and it is even possible that paterfamilias will not take his fiction so much on credit as heretofore, but will peruse the volumes he selects before taking them home. Thus the army of novelists will remain chained to the popular magazines and the circulating libraries, increasing in numbers every year. What is to be done with them? Is the novel itself played out? One who signs himself "A Novelist" suggests as much in an article in the *Athenaeum*, the London literary journal. The novel has evolved, he states, and it must go on evolving. "And evolution at its greatest

amounts to revolution," so it naturally follows we are on the eve of a revolution in fiction; it is, in fact, going to make a fresh "break." The imagination refuses to allow an insight into the nature of this revolution. Perhaps we shall give up reading novels and go to the theatre instead. Has not the English drama undergone a revolution, habituated itself and come forward as worthy of serious attention? But this means for the novel not evolution but involution—a "decline and fall." The novelists would be compelled to become playwrights, and from the time of Sir WALTER SCOTT it has been held that even a medium novelist cannot write a good play. On the whole the outlook for the novelist is not cheerful.

The next gymnastics will be held on May 28th.

The third plague case reported this season was from Kennedytown. It proved fatal.

At the Magistrate's yesterday Mr. J. R. Wood fined a native \$28 for having four tials of opium on his junk.

A statement in the Chinese Press, which is quoted, states that China has placed orders for twenty cruisers in Germany.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 9th April amounted to 24,713.24 tons and the sales during the period to 26,256.47 tons.

The return of visitors to the City Hall Library and Museum for the week ending the 24th April, 1910, shows that of non-Chinese there were 576 to the Library and 225 to the Museum and of Chinese 239 to the former and 2,469 to the latter. The Library was, therefore, used by 814 persons and the Museum by 2,694.

According to a native telegram published in the *Hankow Daily News*, the question of the settlement of the boundary in Macao has again been put forward for deliberation by the Wai-wan. It is reported that a certain Power has indirectly assisted the Portuguese Government, and that in the reason why the Portuguese declined to come to a settlement.A lunk was charged before Mr. J. R. Wood at the Magistrate's yesterday with stealing \$5 from a sailor belonging to H.M.S. *Monmouth*. Complainant alleged that the defendant picked his pocket while he was sleeping in the archway leading to the Warrant Officer's Club. His Worship was not satisfied with this evidence adduced, and discharged the defendant.

Among those who will assist at the annual concert for the benefit of the Y.M.C.A. library fund on Saturday evening are: Mrs. Bodeley, Mrs. Goldsmith, Mrs. Clark and Miss Clark, Messrs. R. G. White and E. B. Ayris, Messrs. Barlow, Claxton, Tuxford and Archibut (string quartette). Professor Gosselin's will contribute violin selections, while Bombardier Burgess of the R.G.A. will give a sword and club display.

The *Tien To Pao* says that a scheme was set on foot some time ago to run a service of motor cars and cabs between Swatow and the Hai-ching district, and subscriptions were invited for a capital of \$200,000, but the proposal did not meet with a successful response. It is now proposed to double the capital, and to change the scheme to a tramway enterprise. The route is 16,000 yards and the cost has been estimated at about \$370,000. The gentry have called a meeting to consider the project.

A ceremony of no little interest took place in the Shanghai Town Hall on the 18th instant, the 1st Shanghai Company of the Boys' Brigade being inspected by Lt.-Col. Bruce. For the event the boys turned out in great strength and under Captain Chandler performed their drill smartly and correctly, correctly coming to the present when Colonel Bruce accompanied by Rev. C. E. Darwent put in an appearance. The inspecting officer made a careful survey of the lines, and then headed by the colour party the Brigade marched past, and to their credit he said that the splendid alignment they maintained would have done credit to any of the S. V. C. units.

At H.B.M.'s Police Court at Shanghai on April 21st Joseph Conn, alias Joseph Patrick Conn, was charged on remand with the crime of larceny, viz. for that he, on the 16th February, 1895, at St. Patrick's Catholic Cathedral, Armagh, in the county of Armagh, Ireland, did marry one Lizzie Boyd, a spinster, and her the said Lizzie Boyd then and there had for his wife, and that he the said Joseph Conn afterwards and whilst he was so married to the said Lizzie Boyd, to wit, on the 5th June, 1909, at H.B.M.'s Consulate-General, Shanghai, unlawfully did go through the ceremony of marriage with one Alma Nystrom, the said Lizzie Boyd being then alive. Accused was remanded for fourteen days.

A correspondent writing to *The Times* on the relations of China and Tibet remarks:—Next to the Dalai Lama the most interesting personality in the foreground of events at Lhasa is the Assistant Resident, a Cantonese named Wen Ching-yao, educated at Queen's College, Hongkong, for years sub-editor of a vernacular paper at Shanghai, and later in charge of the Foreign Affairs Bureau at Canton. This most active and ambitious official earned for himself a reputation for successful intrigue when, in 1907, he lent his services to the reactionary Hunanese and brought about the impeachment of Tang Shao-yi, an event which contributed to the downfall of the great Viceroy Yuan. The world will probably hear more of his Excellency Wen Ching-yao in the near future, especially if the present bold stroke of statecraft proves successful.

It is stated that as Prince Su, President of the Ministry of the Interior, desires to improve upon and modernize the Chinese intelligence service, he has telegraphed to the Chinese Ministers abroad, asking them to engage some detective experts for appointment as advisors to the Ministry.

At native from Tokwan was charged before Mr. E. R. Hallifax at the Magistrate's yesterday with preparing opium. His Worship asked the accused how long he had been employed at this business, and the reply was, "Not very long. I only do it for the purpose of breaking myself of the habit." Defendant was fined \$120, the alternative being two months' imprisonment.

There is, says the *Straits Times*, an element of humour in the case in which a Chinaman is charged with kidnapping the 13 year old son of another Chinaman who resides at 28 Teluk Ayer Street. The boy failed to return after being sent an errand by his father, so the parent intimated that a reward of \$5 would be given for information and \$15 for the recovery of the boy. The accused came along and saying he had found the boy claimed the \$15. He was, however, arrested on a charge of kidnapping.

## "TYPHOON WARNINGS."

We have received from the American Consulate-General a copy of the following telegram despatched from Manila Observatory:—Manila, April 26th, 9 a.m. Cyclone or typhoon west of Luzon more than 100 miles distant, inclining northward.

## THE STRANDED "KWEIYANG."

No details have yet been received as to the mishap which befel the s.s. *Kweiyang* at Okau, where she stranded. The steamer *Sunkiang* (Captain Harde) left Hongkong yesterday for the scene of the accident, taking with her pumping and salvage gear.

## BOYS' BRIGADE AND SCOUTS.

A company of the Boys' Brigade, with a scouting section, is to be immediately started in connection with St. Andrew's Church, Kowloon. Intending members should send in their names at once to the Vicarage, Kowloon. The first parade of the company will take place on Wednesday, May 11th, at 5 p.m., in the Church ground, when all recruits should stand.

## TRAGEDY ON A HOUSE TOP.

A thief who was disturbed while ransacking a house at Third Street, Wongsokkai, near Shaokwan, sought to escape by getting out on to the roof. The alarm raised by the inmates brought a man from each of the adjoining houses who undertook to pursue the thief. Both let themselves on to the roof, one man first arming himself with a chopper, and the search began in the darkness. Meantime, the thief made good his escape, probably by the common method of descending the drain piping. Then the searchers, who had traversed different house tops, came together, and the man with the chopper, thinking the other was the thief, attacked him, and inflicted a severe wound on the back. The injured man was removed to hospital, and the other was placed before Mr. E. R. Hallifax at the Magistrate's yesterday on a charge of causing grievous bodily harm. The accused was remanded.

## WEDDING IN HONGKONG.

## WORCESTER—LOWE.

A pretty wedding, in which considerable interest was manifested, was solemnized at St. Joseph's Church yesterday afternoon, the contracting parties being Mr. William Gilbert Worcester, son of Commander W. D. G. Worcester, R.N.R., and Miss Eleanor Mary, daughter of Mr. S. Bryant Lowe, of Redruth, Cornwall, both of whom are well known in the Colony. The bride, attired in white chamois satin trimmed with chiffon and lace, and wearing a knot in pearls, and carrying a bouquet consisting of a sheaf of Easter lilies and fern, was given away by her father, and was attended by four bridesmaids, who were Misses Ethel Rowe (sister), Helen Benbow (sister), the little Misses Joyce Dickson and Susan Blide. Their dresses were of blue and pink Persian lawn, trimmed with cream lace, and they wore white chip hats, trimmed with roses and blue ribbon. The elder bridesmaids carried bouquets of pink roses and fern, and the younger ones had shepherds' crooks with climbing roses. The dress of the bride's mother was of grey embroidered crepe de chine trimmed with pink satin and guipure lace, and her black ermine hat was trimmed with pink roses, while her bouquet also consisted of pink roses. The impressive service was conducted by the Rev. Father Augustin, and after the ceremony a reception was held at the residence of the parents, "Abertholwy," where the newly-wedded couple received the congratulations of their friends.

The bridegroom's gift to the bride was a diamond pendant and chain, and to the bridesmaids he presented pearl and jade brooches. The bride's gift to the bridegroom was a gold signet ring.

The honeymoon is to be spent at Singapore. The bride's going-away costume is of white muslin and blue ribbon, and her white ermine hat is trimmed with roses and forget-me-nots.

## DIAMONDS IN DUTCH BORNEO.

Official advice from Dutch S. E. Borneo mentions the breaking out of a diamond fever there. A stone weighing 18 carats was found lately by a diamond digger, which caused such a stir that applications poured in to the authorities for digging licences. In January, the number of licences granted reached 865 in number. In February, that figure was exceeded.—*Straits Times*.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## JAPANESE TARIFF AND BRITISH TRADE.

LONDON, April 25th.  
Lord Hamilton, in the House of Commons, asked whether in view of the prohibitive character of the proposed new Japanese tariff, especially for Lancashire and Yorkshire goods, what representations the Government proposed to make in order to secure fair treatment to British trade.  
Mr. McKinnon Wood, in reply, said he could not say at present what representations would ultimately be found necessary. The proposed tariff had been communicated to Chambers of Commerce and other bodies with a view to ascertaining the probable effects on British trade. When their replies were received he considered they would be referred to the Board of Trade.

## "ANOTHER INJUSTICE TO IRELAND."

LONDON, April 25th.  
In the House of Commons Mr. O'Brien moved the rejection of the Finance Bill on the ground that it cruelly injured Irish industry and unjustly increased Ireland's taxation.  
LONDON, April 26th.  
Mr. O'Brien's motion was defeated by 328 votes to 242.

## TAXES AND DUTIES.

## PREMIER'S ANNOUNCEMENT.

LONDON, April 25th.  
In the House of Commons Mr. A. Fell (M.P. for Yarmouth) asked whether the taxes and duties to be collected until the new Budget had been introduced would be at the rates set forth in the Budget of 1909-10.  
Mr. Asquith replied that the only taxes in the 1909-10 Budget which would not continue to have effect in the next Budget are the income-tax and the tea duty. The latter remains at the same price until 1st July.

## SNOWSTORMS IN AMERICA.

## COTTON FAMINE FEARED.

LONDON, April 26th.  
Great snowstorms have occurred in Tennessee, Alabama, and Georgia, while remarkably low temperatures ruling in Louisiana, Mississippi, and Texas have damaged the cotton crops. The Commissioner of Agriculture in Texas fears that half the crop is killed, and the scarcity of cotton seed will tend to prevent re-planting.

## BUDGET PROGRESS.

LONDON, April 26th.  
The Finance Bill passed its second reading by 328 votes to 242.

## MERCANTILE BANK OF INDIA.

Mr. E. J. Black, who presided at the annual general meeting of the Mercantile Bank of India, held on April 6th, observed that the year 1909 was not one in which great results could have been expected. Money was cheap, margins in exchange poor, trade with India and the Farther East had been below the normal, and, therefore, the opportunities of profitable employment of their funds had been more or less restricted. However, considering the circumstances, he thought that the profit and loss account for the year might be looked upon as quite satisfactory. They were able to recommend a continuance of the 6 per cent. dividend on the "A" and "B" shares to increase their reserve fund by £35,000, bringing it up to £225,000, which was more than half the paid-up capital, and to carry forward £26,000. The figures of the balance-sheet indicated a general expansion of business, and he hoped that the more favourable influences likely to prevail this year might enable them to take advantage of the increased resources now at the command of the bank. He moved the adoption of the report. The resolution was agreed to without discussion.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lash Charmant and Special Skin Tonic and Poudre Chamois will enable you to do it. For Specialities for the Skin see the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

24th April.

A terrible occurrence has recently taken place at Pak Lung Po in the Shun Yi District. A man of the Yung clan, having had some trouble with the rest of his tribe, became a bandit and gathered around him a number of bad characters who became much feared in the neighbourhood. He determined to be revenged on his clansmen, and his revenge took a very terrible form. One day last week, a number of the Yung clan, men, women and children, went to worship at their ancestral tombs. Halfway they were met by the bandit and his gang, who at once attacked them. There was a terrible fight, and no less than twenty-nine persons were killed on the spot, many were wounded and four were captured. The news of this outrage was at once carried to the authorities and a troop of soldiers was sent in pursuit of the bandits. Having come up with them, there was a fight in which a few of the desperadoes were shot. The majority of them, however, escaped, among them the ringleader. Orders have been given to take all necessary measures to secure this miscreant's arrest, but up to the time of writing he is still at liberty. The affair is causing a great deal of comment in the city and it is being brought home to the people the great weakness of the Government and the extreme lawlessness that exists but a short distance from the City. More magistrates and police are urgently wanted for the country districts, but the Provincial Exchequer has not enough funds at its disposal to pay more salaries.

## EXECUTIONS.

A triple execution took place yesterday at the execution ground. A short time ago three notorious robbers fled from this neighbourhood and took refuge in Macao. Extradition proceedings having been taken they were brought back to the city and confined in the Nam Hoi Magistrate's Gaol pending the Viceroy's sanction to their execution, which was given two days ago. They suffered death by decapitation.

## CHINESE IN AMERICA.

Certain Cantonese living on the western coast of the United States have written to their compatriots here complaining that the U.S. Government has placed very strict restrictions on them. According to a report published in this native Press, the Chinese in question are treated little better than prisoners. The Self-Government Society have taken the matter up and have sent a message to Peking asking the Government to communicate with the United States Minister with a view to securing a cessation of the ill-treatment. It is highly probable that these complaints of ill-treatment are exaggerated, as there are few people more facile at making mountains out of molehills than the Cantonese. I have spoken to several Chinese who have lived for long periods in America, and they all say that they would prefer to live in that country to their own.

## SECRET SOCIETY.

There is a secret society known as the Kim Chai Wai, which exists, as most of these societies do, for the purpose of plunder. The members of this particular association hold human life very cheap, and one of the rules of their order is that every member is to be armed with a dagger. Last year several of its members were arrested and beheaded, and for a time it appeared as if the members had been cowed into becoming law-abiding persons. Latterly, however, the society has again become active, and several outrages have been committed by it. Yesterday a widow petitioned the Nam Hoi magistrate to arrest certain members of this society, who had murdered her husband. According to the woman's story the deceased man had kept an opium shop at a place called Sai Wah for over twelve years, and it was reputed that he had made money at his business. A few nights ago the shop was attacked and looted by members of the society, who, however, did not find the booty they expected. They therefore seized the unlucky man and carried him off. At a lonely place he was fatally stabbed, and his corpse left on the roadside. In her petition the widow said she was living in fear of a second visit from the society. The magistrate has sent a deputy to hold an inquest, and to make an investigation of the affair.

## ACCUSING A CAPTAIN.

A captain under the command of the Kwong Chow Brigadier-General handed over a man to the Nam Hoi Magistrate to be tried for robbery with violence. The man said he was innocent, and said his arrest was the outcome of bad feeling between the captain and the headman of the prisoner's village. According to the prisoner's story he was arrested by the captain, who forced him to state that the village headman had incited him to robbery. The magistrate refused to believe this evidence and remanded the man. In the meantime a deputy has been sent to the village to make an enquiry into the conduct of the headman and to endeavour to find out if he is in league with bad characters. It is said by those well-acquainted with Chinese country-life that the heads of the villages often act as patrons to the gangs of robbers of the locality and it is owing in great measure to this fact that these evil-doers so rarely meet their deserts.

## FRUSTRATING JUSTICE.

Yesterday, the provincial judge sent one of his clerks for trial before the Nam Hoi Magistrate. A certain despatch had been entrusted to the clerk for delivery, but he had failed to carry out his instructions and he was therefore accused of having received a consideration to frustrate the ends of justice. The case has not yet been heard.

## WOUNDED POLICEMAN.

During the rioting that took place at the New Year more than twenty policemen were wounded. Certain officials have petitioned the Viceroy to give these men compensation for the injuries they received. The Viceroy has ordered a committee, composed of certain magistrates and military officers, to enquire into the matter, and, if they agree that such compensation shall be paid, to settle the amount thereof.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wells, President, and there were present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. A. W. Brown (Registrar-General), Colonel Bedford, P.M.O., Mr. A. Shelton Hooper, Mr. Ng Hon Tsz, Mr. Ian Cha Pak, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (A.M.O.H.), and W. Bowen Rowlands (Secretary).

## OFFENSIVE TRADES.

The reply from the Government relative to offensive trades was read.

In consequence of a former discussion the Secretary of the Board wrote to the Colonial Secretary stating that the Board had no power to compel their removal, the carrying on of offensive trades was not in contravention of the terms of the tradesmen's respective Crown leases.

The Daily Press report on the discussion was attached to the letter.

The Colonial Secretary, in reply, forwarded the opinion of the Law Officer, which read as follows:—If the trade was carried on before the Public Health and Buildings Ordinance, 1903, and the premises comply with the by-laws, I am of opinion that the Board has no power to stop the trade (section 42). If the trade was not carried on before the commencement of the Ordinance, but the Board has since given permission for it under section 42, I am of opinion that the Board has no power to revoke that permission provided the by-laws are complied with. I am of opinion that the Board's resolution is *ultra vires* in so far as it affects any existing trades: section 16 (18) only gives the Board power by by-laws to prohibit the establishment of offensive trades: reading that with section 42, "establishment" must refer to new businesses. The Board has power by by-law to control old and new businesses. The answer to Mr. Hooper's question is, "Yes, if he has no licence from the Crown," and, "no, if he has a licence from the Crown."

Mr. HOOPER minuted—I would like a list of all premises on which offensive trades are carried on, distinguishing those established before the passing of the Public Health and Buildings Ordinance, 1903. I would also like to know if each establishment has been licensed by the Crown.

The PRESIDENT—I think these lists will be very useful, but I am afraid they will take some little time to prepare. If the matter stands over till next meeting I think we could have the lists ready. In the meanwhile, I propose to refer the paper back.

## COMMITTED.

An application was made for a soap-boiling licence at Nos. 432 and 434, Canton Road, Mongkok.

Hon. Mr. HEWITT minuted—I presume this house is within the offensive trades area.

The REGISTRAR-GENERAL—I have every confidence in the staff of the Sanitary Department, but we are committed by their action to the granting of this licence.

The PRESIDENT—I may say in reply to the Hon. Mr. Hewitt's minute that these premises are within the area where offensive trades may be permitted. I therefore propose that this application be granted.

Mr. LAU CHU PAK seconded, and the motion was agreed to.

The REGISTRAR-GENERAL—in connection with the Registrar-General's minute, I think it would be a better plan in future, when an application for an offensive trade licence comes in, to find out from the Medical Officer of Health, or the Assistant Medical Officer of Health, what is required before the licence could be granted, and then refer it to the Board before any work is actually done. Once work is completed, the applicant would naturally consider it a serious grievance if the Board did not grant the licence.

Mr. HOOPER—I think the better procedure would be that directly the application comes in it should come before the Board, and we could grant the licence subject to things being put in order.

The PRESIDENT—My idea in going to the Medical Officer of Health first was to have some data to go on. We would have much more to go on if the Medical Officer first stated whether the place was suitable or not. He would give us all sorts of details as to whether the premises complied with the Public Health Ordinance.

Mr. HOOPER—I quite agree with that. I think that on any question coming before the Board we should have reports from the technical officers concerned to guide us by their advice and their professional knowledge.

The PRESIDENT—If professional detail is not given, the paper can always be referred back. It seems to me that this course will save a considerable amount of trouble, and will put the application through quicker.

The proposal was adopted.

HEWEN ROAD RESERVOIR.

The following reply was received from the Government relative to covering over the service reservoir at Bowen Road:—In reply to your letter No. 146/10 of the 20th ult. I (Colonial Secretary) am instructed to inform you that the Government is fully alive to the desirability of covering the service reservoir at Bowen Road, and proposes to undertake the work when funds are available.

Mr. HOOPER minuted—I consider this a public work of sufficient importance to be undertaken at once, and hope the Government will no longer delay it.

The PRESIDENT—Gentlemen, this question was thrashed out previously, but I don't know whether any member has any further remarks to make.

Mr. HOOPER—I would like my minute to go up to the Government in answer to their letter. I don't think any resolution is necessary.

The PRESIDENT—We have already stated that in so many words in the resolution.

Mr. HOOPER—But it may be lost sight of or shelved. I want to keep it before the Government, but it can lay on the table and come up with the estimates, and we can see if the work is provided for.

At this stage the Hon. Mr. Chatham arrived, and he was asked by the PRESIDENT whether the money was likely to be available in the estimates for next year.

The VICE-PRESIDENT—I am sorry, sir, I can give you no information on the point at present.

Mr. HOOPER—We might refer to the matter again at the end of the year, when we see whether the work is provided for in the estimates.

## SUPREME COURT.

Tuesday, April 26th.

## IN ORIGINAL JURISDICTION.

BEFORE THE HON. MR. REES DAVIES (ACTING CHIEF JUSTICE).

## MOTION FOR JUDGMENT.

In the claim brought by the Hang Shing firm against Messrs. W. R. Loxley & Co., plaintiffs moved for judgment.

Mr. Eldon Potter, instructed by Mr. R. A. Harding appeared in support of the motion, which was opposed by Messrs. M. W. Slade and C. G. Alabaster, who were instructed by Mr. F. B. L. Bowley (of Messrs. Dennys & Bowley).

Mr. Potter asked that formal judgment for the plaintiffs be entered in this action on the claim and counterclaim for the sum of \$3,011.93, being the difference between the sum of \$2,200, found to be due to the defendants on their counterclaim, and the sum of \$5,211.93, due to the plaintiffs on their claim, and that the defendants may be ordered to pay to the plaintiffs their costs of the action, and counterclaim to be taxed as between party and party, or for such other order as to the Court may seem just, and that the costs of this application be costs in the cause. Mr. Potter contended that defendants' action in treating this counterclaim as a defence absolutely prevented them from now coming and saying that it was not a defence, but a pure counterclaim. The reason plaintiffs were entitled to costs was because they were successful. They were entitled to general costs of the action, but the defendants were not entitled to full costs on the counterclaim because they had asked that counterclaim merely as a diminution of plaintiffs' claim, not as a cross action. Plaintiffs were entitled to judgment on the first day of the trial if defendants used this counterclaim as a pure counterclaim and nothing else, because they were separate and distinct actions. Defendants could have used it as a separate and distinct action, but did not choose to do so; they used it as a defence and nothing else. The defendants in this case had been on the whole unsuccessful, inasmuch as a substantial balance was due to plaintiffs.

Mr. Slade said the principles on which costs were awarded were fairly clear, but the difficulty was always in the application of them to the particular circumstances of the case under consideration. If there was one thing more abundantly clear than another, it was that unless the Court gave specific directions as to how the costs should be apportioned, then the order was apt to work very considerable injustice to one side or the other. That was in particular established by the case which Mr. Potter last referred to as an authority that his Lordship should not make any special order for costs. Plaintiffs were asking that they, who according to ordinary understanding were unsuccessful parties in this litigation, should have substantially all the costs of it. This was an action to recover the price of goods sold. There was no dispute from the very beginning as to the fact that the goods had been sold, or as to the fact that the goods had been in fact sent away to the destination ordered by the purchaser, or to the agreed price of the goods. The one thing which was in dispute was as to whether the goods were up to sample or not; whether they were of the nature and quality demanded by the contract of sale. This was one of the grossest charges on respectable merchants of bad faith that could possibly be made. There never had been any suggestion throughout the case that if the goods were up to sample the defendants would not be entitled to the full and agreed price. The only questions in dispute were whether the goods were up to sample or not, and whether they had been accepted by the defendants as being a delivery under the contract. Counsel submitted that (the right order to make was that the plaintiffs should have the costs of the claim, except so far as such cost had been incurred or increased by the plaintiffs' denial of the defendants' allegation that the rice supplied was not up to contract quality. The defendants should have the cost of the counterclaim.

His Lordship—That, practically, is what Mr. Potter was contending against as limiting the plaintiffs' costs.

Mr. Slade—It limits their costs to the issues on which they have been successful.

Mr. Potter—If my costs are limited in any way, it would be only to the issues on the counterclaim on which I have been successful.

Mr. Slade—I ask simply that the ordinary rules only be applied, and that the plaintiffs shall only have the costs of the issues in which they have been successful; and that the defendants shall have the costs of the issues on which they have been successful in the claim and in the counterclaim.

His Lordship—That is tantamount to giving the defendants the costs on the counterclaim. What is the difference between giving him costs on the counterclaim and, as you say, on successful issues on the claim and counterclaim?

Mr. Slade said that if his Lordship gave the plaintiffs the costs on the claim and the defendants the costs of the counterclaim the simple result would be that the plaintiff would recover in the way of costs somewhere about three times as much as the defendants would be entitled to recover against them, because the method of taxation if there were no specific order as to the issues given, that the costs of the claim were taxed first and every item which would be properly incurred with regard to the claim, assuming there were no counterclaim at all, would be given to the plaintiff.

The whole of this action from beginning to end could be referred to the claim with exception of a comparatively small portion, and then having settled that without any regard to the counterclaim the taxing master would take the balance

of the costs and allot them to the counterclaim. Therefore the comparatively unsuccessful plaintiff, the man who had failed on every issue of fact and law which he had fought, would get the majority of the costs of the action. If his Lordship made the order Mr. Potter asked he would be giving the plaintiffs—

His Lordship—He asks me to give general costs of action.

Mr. Slade—The cases my friend quoted do not support that contention. I ask that the ordinary practice be followed and that the costs of issues in which the defendants have been successful shall be allowed to them.

His Lordship reserved his decision.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. M. J. GOMPERTZ (JUDICIAL CLERK).

## A QUESTION OF PARTNERSHIP.

The action was continued in which Kwok Hing, trading as the Kwong Hing, sued Cheung Yiu Cheong to recover \$244.10, being balance of freight due to the plaintiff by the defendant as managing partner of the Wing Cheong and Shun Tsung firms.

Mr. P. W. Golding (of Messrs. Golding, Barlow & Morrell) appeared for the plaintiff, and Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) represented the defendant.

Mr. Golding informed the Court that he was prepared to proceed in proving the question of the defendant's partnership in respect of the second firm, in which he was sued as managing partner, and in which firm he denied being a partner.

Leung Man King, a shroff in the employ of Messrs. Gilman & Co., was called, and stated that Cheung Yiu Cheong was the managing partner of the Shun Tsung firm, and entered into the stevedore's agreement produced with Messrs. Gilman & Co.

Defendant, on being called, admitted that the signature to the agreement was his, but denied being a partner, as he did not put any money into the firm. He was the manager, but a man called Cho Sing Leung was the sole partner. The latter asked witness to copy the agreement, which he did, but he did not understand English. Cross-examined by Mr. Golding.

That is in your handwriting?—Yes, but I don't know English.

Do you mean to tell me you don't know English, and write as well as that?—I learn it. And you don't understand one word?—I know how to write it, but cannot explain it.

Read the document in English?—I cannot. Do you mean to tell me you write in that excellent handwriting, cannot read a word, and yet can recognise it as your writing?—I am only learning.

You cannot speak a word of English?—I can speak pidgin English.

Can you understand what I say?—No.

Where was the agreement signed?—At the office of Messrs. Wilkinson & Co.

And witnessed by Mr. Beavis, was it not?—I don't know who witnessed it. I simply made a copy as I was directed, and left.

Was it interpreted to you?—Yes.

And you knew what was in it?—I did not.

His Lordship held that the defendant was a partner in the second firm.

Mr. Dixon, in opening the defence, stated that the claim in this action was for various amounts commencing at the fifth month last year. Defendant contended that everything was paid off, and everything settled. In the particulars supplied by plaintiff he admitted that \$75 was taken off for short delivery of coal, but the defendant contended there was much more than that, and this would be shown by entries in his books.

The case was adjourned.

## BANDMANN OPERA COMPANY.

Another exceptionally large audience faced the Bandmann Opera Company last night in their presentation of "Our Miss Gibbs," an opera distinguished by catchy music, dainty dances, and a pronounced vein of comedy. There could be no mistaking the enjoyment of the audience, and hearty applause and numerous encores were accorded the artistes.

The short season concludes with "The Dollar Princess"—to-night, a charming production which should be seen by those who have not had the pleasure.

## A HUMAN PARACHUTE.

A woman named Panchaud, of Polles-Grand, Switzerland, who recently jumped from the parapet of the high new Pont de Chaudron, at Lausanne, ostensibly with the intention of committing suicide, had a wonderful escape from death owing to the fact that her skirt became inflated and supported her like a parachute.

The spot from which Mlle. Panchaud leaped was about 60 feet above the ground, and she would have inevitably been killed had she fallen straight down; but she floated gracefully through the air and alighted so softly that she sustained no injury whatsoever. Directly the woman touched the ground, she began to climb up the steep side of the ravine into which she had so rashly jumped; and she was already walking along this mountain road when a police officer overtook her and took her into custody.

She denied all recollection of having jumped from the bridge (says the *Alpine Post*), and as inquiries showed that she had been suffering from acute nervousness, she was taken to the Cantonal Hospital, where she will be kept under medical observation until the state of her health has been carefully investigated.

## LATEST STEAMER MOVEMENTS.

The P. & O. str. *Japan* is expected to arrive at Penang on the 28th inst., at 4 p.m.

The C.N. Co's str. *Changsha* leaves Australia to-day, and may be expected here on or about the 21st prox.

The C.F.M. str. *Empress of China* arrived at Shanghai at 1 a.m. on the 26th inst., and left again at 10 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on the 28th inst.

The I.G.M. str. *Prins Ludowig*, which left here on the 21st inst., at 10 a.m., arrived at Singapore on the 25th inst., at noon.

## HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, April 26th.

## IN DEFENCE OF THE JAPANESE.

Chief Justice Sir Francis Pigott, after signing in the "Nineteenth Century and After" a couple of months ago with an article on "The Ito Legend" and Japan's difficult task in filling her Colonial service, returns to the same pages this month with an interesting contribution on "The making of an over-sea dominion." He is careful to point out that he is not replying specifically to the criticism of Japanese methods made in an article by Lord Stanhope in the March number of the same review, under the caption "Great Britain and Japan in the Far East," but the answer is very pat all the same. Lord Stanhope said several things about Japanese commercial morality, and though this article covers the ground on the defensive side of the case, Sir Francis assures us he wrote the article before Lord Stanhope's views appeared in print, and any statements that appear to be in answer to previous assertions are merely made in reply to those who are generally in the habit of finding fault with the Japanese. For Sir Francis is a thorough-paced optimist in regard to the subjects of the Mikado. Touching on the general subject of colonisation, he likens Japan to a new boy who has plunged headlong into the class and is having his behaviour jealously scrutinised, especially by the older boys—and if he attempts any of the vagaries of which they themselves were guilty, and now know how wrong they were, they are down on him with merciless glee and criticism. But the nations have not the schoolboy's generosity: while pointing out all the shortcomings, they give no credit to the steadfastness of purpose by which the new boy hopes to attain his aim. "The new boy, Japan," has two brand new colonies on his hands—Formosa and Karafuto (South Saghalien)—and a protectorate (Korea). His tenure is legitimate—but his conduct in regard to them, so the critics say, has been deplorable. The head and front of the offence is, if we may judge from the general tenor of the criticism, that Japan has not, as she clearly ought, taken up the government of these dependencies and carried it on with the same wisdom which we ourselves are displaying in the government of our Colonies. We cannot allow—the term is apt, for nowadays everybody's business includes that of his neighbour, especially Japan's—we cannot allow Japan to make the same blunders which we made in the dim ages."

From this writer's penance on to discuss the immensity of the problem of colony-making. Englishmen are so used to talking of colonies they forget the details of the process. French statesmen do not think the process simple; Spain and Holland have forgotten their colonising struggles, but Germany and the United States understand what it means to all concerned. "Undoubtedly one of the most difficult problems which Japan has to face in connection with her colonial enterprise is to persuade her people to become colonists, to infuse into them the true colonising spirit. For this there is a substantial reason in the home-loving nature of the Japanese." He admits that undesirable find their way to the Japanese dependencies, but he goes on at considerable length to prove that in the early days of the British colonies they were not "lamblike in their peacefulness." From this he passes to the argument that England has not yet attained her own ideal. "Not until the islands of the Empire have become the recognised fields of activity for the best of the boys and girls, and until that old tradition has quite died down that they are only uncertain plains of adventure for the worst, shall we have achieved our own Imperial ideal and be in a position to criticise the shortcomings of others." Later Sir Francis asks—"What colonisation of the better sort is there at the present day? In many of our smaller dependencies, even in far-off Mauritius, there are traces still of an age when men went to the Colonies, breaking through the "younger son" tradition, to fight and find for themselves; but the tracks show the bootprints of our cousins of Scotland, their descendants still keeping high festival on St. Andrew's Day, joining hearts and hands, by cable across the gulf. How many men go out now to the colonies in like circumstances? What are we doing to replace the breed? Have we not let the matter slide somewhat?" Speaking especially of the smaller Colonies Sir Francis declares the days of spontaneous settlement are over. "And now, in all seriousness, I ask the question—Have we English lost the colonising spirit? In spite of the shiploads of emigrants that cross the Atlantic every year, in spite of the items I have counted on the credit side, I do not think we can honestly say, No. That we do our work well, that we make the best of it when we get there, and so far are excellent colonisers, is another matter, and beside the present question."

Passing on to the opportunities of a larger life in the Colonies, the article proceeds. "Once the existence of this large opportunity is recognised, the knell of the old tradition will have sounded; sons will go into these far countries without being looked upon as prodigals, and daughters will take their share in carrying forward our Imperial destiny. The Colonies will cease to be the dumping ground for our surplus population and a refuge for spendthrift younger sons. For the best men of our race Sir Francis sees the situation, for with new problems to tackle in new lands such men will find splendid work to do. These arguments, he says, apply with double force to Japan, who needs a large supply of young men willing to take up wholeheartedly the arduous duties of colonial work. As to criticisms of the treatment of Formosa, and the suggestions that some sort of self-government should have been given to the island, he thinks—"The days are young as yet and time not ripe."

And then out of the wide survey of colonialising methods he proclaims the reason for British supremacy in that form of human effort—the treatment of each colony as a special kind of body politic, distinct from the Mother Country. "Herein lies the key to the whole matter, the secret by which an over-sea dominion may be made and prosper. The problem of colonial government is to keep the bonds of allegiance which are practical as well as sentimental fact and true. We believe that it can only be done by fostering the spirit of independence, so that the Colonies may be, not mere off-shoots, but component parts of the Empire; that every Colony should feel that it is a nation in embryo, capable if it will, or at least endeavouring to attain to that capacity, of declaring its independence if the Mother Country neglect it, or treat it improperly. Such success as we have attained is by the fearless recognition of this principle; and we foster it by self-reliance, by granting as much official and administrative independence as each is capable of exercising." Germany and France, on the other hand, treat their colonies as hard and fast portions of the home-land. Japan will have to choose between the two systems. "It is early yet for prophecy; but there seem to be signs that she will, as her manner is, choose the best of each; and perchance, if only the critics will allow her to go peacefully on her way, she may in the years to come give the world a model of perfect colonial administration."

THE RUBBER CRAZE.

With "Rubber Blazing," as our contents bills proclaim, and some two hundred new plantation companies coming out since the New Year, it was surely necessary for Sir Frank Swettenham, the ex-Governor of the Straits Settlements, to come out with some words of warning to investors, which he has given to a representative of a new rubber paper. He says: "There are far too many new rubber companies being promoted. It is difficult to understand how the flotation of one or two, and sometimes three, companies a day can possibly be justified. Some of the companies recently promoted are quite sound, but there are many that none but a lunatic, so one would think, would dream of trusting with his money." Sir Frank points to the huge areas rapidly being put under rubber and reminds the public that these companies will have to meet three difficulties—first, labour; second, the demand for competent, trained European supervisors; and thirdly, the increased production of rubber that, not later than 1915, will be enormous. These difficulties, he thinks, tax all but the strongest concerns and will kill the wild rubber trade of South America altogether, for it cannot be gathered for much less than three shillings a pound. In spite of the fact that the badly-managed and over-capitalised companies will go to the wall, there will remain when things have righted themselves "a great industry of which Britain may well be proud."

MISSIONARY CONFERENCE AT EDINBURGH.

I hear that £7,000 will be spent on the World's Missionary Conference to be held in June at Edinburgh, with delegates from every land. About £5,000 have come in so far, and there is no doubt the rest will arrive, for much interest has of late been shown in missionary effort, especially in China, and there are any number of rich men with strong religious tendencies, connected with the various denominations concerned. To meet the case, the committee have had to engage the church on the Lawnmarket, which is used for the annual meetings of the General Assembly of the Church of Scotland. The Assembly Hall of the United Free Church, close by, will also be called into use, and also a suite of committee rooms, but even then there will be hard pressure, for there will be over twelve hundred delegates, and what space remains will be allotted to missionaries home on furlough and their wives. As to the demand for tickets, the committee say they could fill the halls ten times over with representative men from the various churches.

GERMANOPHOBIA.

We have some red hot Germanophobes at home, but Sir Edmund Cox, a retired deputy inspector of police in the Bombay Presidency, has them all beaten to a standstill in a sensational article just published over his signature. He makes no bones about his ideas. He would say to Germany: "All that you have been doing constitutes a series of unfriendly acts. Once for all you must put an end to your warlike preparations. If you are not satisfied that you do so, we shall forthwith sink every battleship and cruiser that you possess." But why does Sir Edmund stop there? Why should not the French, who object to the Kaiser's enormous army, turn round and say: "Your army is too big. It frightens us. Reduce it at once or we will fight you." Or, on the other hand, Germany might send a similar message to Paris. Presently too, Japan would set the limits of Russia's army and navy, and Turkey would say just how far Bulgaria should be allowed to extend her forces. Surely this notion of the neighbours settling what number of watchdogs a nation shall have is as wild a thing as was ever evolved from the brain of a club-fetted retired official.

FRANCE AND GERMANY IN THE PACIFIC.

It is understood in Paris that the French Pacific Squadron, probably reinforced by two or three vessels from the Far Eastern division will visit the chief ports on the Pacific coast of Mexico this summer. The chief officers are to land and be entertained in the City of Mexico.

Germany also has its eyes on the eastern side of the Pacific. The Kaiser is dissatisfied with the lack of progress of German influence in South America, and partly to help things there and partly to establish his navy more securely in the Pacific he intends to create a special cruiser squadron, for service in the Pacific, with the South American coast as its base.

THE KING ON THE CONTINENT.

The King has greatly benefited by his stay at Biarritz. He has gone in for walking exercise more than usual, and has shown less fatigue. It is not at all unlikely that he will join the Queen and Princess Victoria for a short cruise in the Mediterranean. What they get back they will pay special attention to the honours of the President of the United States, Colonel Roosevelt, who will be the lion of the

capitals of Europe for the month of May. The Prince of Wales will also act as Royal welcome to Commander Peary of North Pole fame. The Queen has charged him to give the glad hand to Peary, because when she was in Copenhagen last year she was led to join in the efforts welcome to the vanished Dr. Cook. Like most Danes, she is sore about that now, and as a result she wants everything to be as nice for Peary as possible.

## OUR MANNERS.

In spite of the political oris a, the Chanticleer craze and the boom in rubber, we are still foolish enough to be discussing whether men ought to wear more on this side of the Atlantic than in America. It has been out of an outcry over a man being found in America for annoying women by staring at them. It seems, on the authority of travellers, that we are not so bad here; the Frenchman stares a good deal, and women of gay Paris like it; the Spanish girls are insulted if people don't stare; the German is worse for staring than the French, and the Russian is the worst ogler of them all. Miss Ella Wheeler Wilcox, the American poetess, comes to the defence of the American man, by saying that greater civility makes them take more interest in women than in this effete country; but another authority on such matters says the Orientals are the best mannered people in the world. "They do not stare at you or at each other as Europeans do," he said. "If you walk through the streets of Canton the Chinese do not annoy you by fixing you with their eyes. Now would a Chinaman dream of vulgarly staring at another man or woman of his own nationality. The same remarks apply to the Japanese. There are many Japanese in London now, and you will notice how well behaved they are. They walk quietly through the streets, engaging each other in earnest conversation, never for a moment inflicting the slightest annoyance on the passer-by." What an idyllic picture of innocence in the land of the Ishmalities!

## JAPAN AND AMERICA.

## ADMIRAL FOURNIER'S VIEWS.

The Paris correspondent of the London Daily Telegraph on March 31st wired:—

Another extract from Vice-Admiral Fournier's book, which has just been brought out, will be of interest. It relates to the possibility of war breaking out some day between the United States and Japan, already referred to in a passage published yesterday by our contemporary *the Mirror*. The admiral begins with the remark that the recent triumphs of the Japanese have effected the victory won by the Americans in Cuba and the Philippines. This contrast, which is entirely to the advantage of the military *amour propre* of the Japanese, is already a cause of international susceptibility between two equally proud peoples, but—

"Their inevitable rivalry on their common fields of exploitation and covetousness should also be continually borne in mind by England and France, owing to the engagements which now bind them to the Government of the Mikado, and their manifest advantage in relation to the friendship of the United States of America."

There is, unhappily, only too much ground for this preoccupation, owing to—

"The rapid development of the fighting fleet of the United States to an extent quite out of proportion to the mercantile marine; the attempt of that country to pierce at all costs and hurriedly the Isthmus of Panama, and, lastly, its haste in endowing its new base for maritime operations in the Pacific with the instruments and means of action necessary for the strategic and military role in that remote region. Are not the activity and nature of these preparations calculated to excite the distrust of the Japanese, who are determined to defend their prestige and interests in the Far Eastern waters as keenly as the Americans from the other side of the Pacific?"

The American fleet met with a very courteous reception on its recent visit to Japan, yet—

"According to certain echoes which came out afterwards, the impression produced on the officers of the Japanese Fleet by the American ships was not one of unmitigated admiration. Two races, equally haughty, susceptible, and obstinate, are face to face in the Pacific, aspiring with the same ardour to the supremacy of their maritime and economic interests. Can these interests be reconciled, or will they collide and fight there? This is the enigma of the future. It is extremely alarming, for if it should be followed by war in the Pacific, the scourge might extend to the whole world, and might lead to hostilities between the British and American peoples—that fruitful branch which has been detached from the mighty trunk of Old England."

"Then, too, it would oblige us to go with one or other of the two parties. The hypothesis of war between France and the Republic of the United States, which is a sister of our own, born under our aegis in stirring and glorious struggles, in which the two allies mingled their blood, would assume in our eyes the character of veritable sorcery."

On the other hand, "a war between the United States and England is—

"One of those things which the statesmen of Great Britain systematically refrain from regarding as possible, as if this hypothesis shocked in them a kind of instinctive prudishness, which is rather surprising in a people that is so little inclined to international sentimentality, and that, as a rule, does not fear to look in the face the dangers with which it is menaced."

"The maintenance of the world's present balance between the antagonistic forces of the rival nations in the Pacific ought to be the dominant object of English diplomacy and of our own with Japan, Russia, and the Republic of the United States. But to the indispensable diplomatic precautions of England and France, united in a common policy of peace, must be added the conservation of a preventive virtue which could avoid a disagreement between the Americans and Japanese, leading in spite of everything to a rupture between England and the States."

"From this point of view, the upkeep of this fleet, which our national resources can bear, represents for France a fraction of her contribution to the sacrifices imposed on the group of the four Great Powers united or allied with a view to the association of their efforts on the maintenance of the present balance of the world."

All these are arguments in favour of the adoption in France of an elaborate naval programme, which Admiral Fournier has very much at heart. Here is another salient passage, in which he says:—

"The American Navy will probably some day equal that of England, in spite of the latter's efforts to maintain her present supremacy. In that case it will be numerically superior to that of Japan, which is unable to compete in naval expenditure with the States. This comparative inferiority of the Japanese Navy would inevitably compel its ally, the English Navy, to come to her assistance in case there should be a conflict with America. Then the turn would come for France to add her contingent to the British naval forces, and to those of Russia and Japan. In that case there must be foreseen a hostile coalition on the part of America and the Triple Alliance. It might be efficient for France, as long as she could play her part, to hold in check, alone if necessary, any one of the Powers in European waters."











## SHIPPING.

## ARRIVALS.

AUSTRIA, Austrian str., 7588, G. Raich, 25th April—Kobe via Shanghai 22nd April.  
General—Sander, Weller & Co.  
HAIKUN, British str., 636, J. W. Evans, 25th April—Swatow 25th April, General—Douglas, Lapraik & Co.  
HANOR, French str., 738, J. Pannier, 25th April—Kwang Chow Wau 22nd April, General—A. R. Marty.  
HONG SAU, Chinese str., 808, Markussen, 26th April—Wakamatsu 19th April, Coal—H. H. H. H. H.  
MAUSANG, British str., 1644, G. S. Weigall, 25th April—Sanda 20th April, Timber and General—Jardine, Matheson & Co.  
MICHAEL, German str., 951, J. Petersen, 25th April—Halle 22nd April—Jensen & Co.  
PELUS, British str., 4800, Hannah, 25th April—Singapore 19th April, General—Butterfield & Swire.  
SZECHUAN, British str., 1143, Sifford, 26th April—Newchwang 18th and Chetoo 20th April, General—Butterfield & Swire.  
TUMAH, Dutch str., 2470, J. N. Bouman, 25th April—Batavia, Sugar and General—Java-China-Japan Line.

## CLEARANCES.

## AT THE HARBOUR MASTER'S OFFICE.

26th April.  
Athal, British str., for Shanghai.  
Bingo Maru, Japanese str., for Moji.  
Chongyang, British str., for Shanghai.  
Fookang, British str., for Singapore.  
Hawman, British str., for Swatow.  
Hercules, British str., for Moji.  
Kishu Maru, Japanese str., for Singapore.  
Sashu Maru, Japanese str., for Swatow.  
Tamon Maru, Japanese str., for Takao.

## DEPARTURES.

26th April.  
BINGO MARU, Japanese str., for Shanghai.  
GLENLOAN, British str., for Shanghai.  
HAITAN, British str., for Swatow.  
INABA MARU, Japanese str., for Shanghai.  
INVERIG, British str., for Singapore.  
KAIKONG, British str., for Cebu.  
KORAI, German str., for Swatow.  
KORAT, German str., for Bangkok.  
MORPHEO, Chinese str., for Shanghai.  
OCEANIAN, French str., for Europe, &c.  
TEAN, British str., for Manila.

## SHIPPING REPORTS.

The British str. *Hawman* reports: Light variable winds, sea smooth with slight haze on land and sky overcast.  
The Austrian str. *Austria* reports: Fine weather, but fog outside the Formosa Channel and in the Channel. At Otsu Island, on the Southern Island, the 21st inst., at 9 a.m., we saw the ss. *Kuwayang* on shore in a very difficult position. There was there the s.s. *Toson*. As they did not answer to our offer if they wanted assistance we went ahead; certainly the steamer went ashore in the foggy weather.

## VESSELS IN DOCK.

April 26th.  
KOWLOON DOCK—H.M.S. *Pame*, H.M.S. *Sandpiper*, *Nanning*, *Minnesota*, *Union*, *Hercules*, *Peiho*.  
TAIKOO DOCK—*Singan*, *Shantung*, *Kuichow*, *Tsingtau*.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS). THE Company's Steamship.

"AUSTRIA," Captain Raich, will be despatched as above TO-DAY, the 27th April, P.M. This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Princess Buildings, Hongkong, 26th April, 1910. [3]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY CO. AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. "ERROLL" ... On 3rd May. "SURUGA" ... About 31st May. For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 26th April, 1910. [458-566]

CANADIAN PACIFIC RAILWAY CO. FOR VANCOUVER.

THE Steamship "RIVER CLYDE."

FROM HONGKONG, ON THURSDAY, the 5th MAY, FOR VANCOUVER DIRECT.

To be followed by OCEANO ... 11th June. KUMERIC ... 5th July. AYMERIC ... 25th July. Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to CANADIAN PACIFIC RAILWAY CO., Hongkong, 26th April, 1910. [564]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	REBTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALESTINE	Brit. str.	—	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	On 5th May, at Noon.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FRED. LARSEN	Ger. str.	k. w.	W. Wagner	HAMBURG-AMERICA LINE	On 2nd May.
LONDON, &c., via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 30th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	k. w.	Girlanducci	HAMBURG-AMERICA LINE	On 7th May.
HAYRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINE	On 18th May.
COPENHAGEN & BALTIC PORTS.	TRANSQUADRA	Dan. str.	—	Deinat	MELCHERS & Co.	End of May.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	AMERICA	Ger. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	On 4th May.
MARSEILLES, &c., via PORTS OF CALL.	CACHAR	Frenc. str.	—	Laurel	MESSAGERIES MARITIMES	On 9th May, at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 11th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HISANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th May, at D'light
MARSEILLES, COPENHAGEN & BALTIC PORTS.	CATHAY	Dan. str.	—	—	MELCHERS & Co.	Beginning of May.
GENOA, MARSEILLES, LONDON & ANTWERP.	PALMA	Brit. str.	—	E. W. Cockburn, R.N.E.	P. & O. S. N. Co.	About 28th inst.
NAPLES, GENOA, ALGIERA, GIBRALTAR, &c.	GOEBEN	Ger. str.	—	Ralsch	MELCHERS & Co.	On 4th May, at Noon
TRIESTE, &c., via SINGAPORE, &c.	AUTISIA	Aus. str.	—	—	BANDER, WIELER & Co.	To-day, P.M.
NEW YORK & BOSTON.	ERROLL	Brit. str.	—	—	DODWELL & Co., Ltd.	On 3rd May.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN.	ARABIA	Ger. str.	k. w.	Meyer	HAMBURG-AMERICA LINE	On 18th May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	RIVER CLYDE	Brit. str.	—	J. Kerr	DODWELL & Co., Ltd.	On 5th May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th May, at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 24th May, at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 24th May, at Noon.
TACOMA VIA KEELUNG & JAPAN.	CHICAGO MARU	Jap. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 18th May, at Noon.
CAL LAO IQUIQUE, &c., via JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th May, at Noon
AUSTRALIAN PORTS VIA MANILA.	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	About 21st May.
AUSTRALIAN PORTS VIA MANILA.	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	BUTTERFIELD & SWIRE	On 28th May, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 10th June, at Noon.
NAGASAKI, KOBE & YOKOHAMA.	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	About 2nd May.
KOBE & YOKOHAMA.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 12th May, at Noon.
MOJI, KOBE & YOKOHAMA.	JAPAN	Brit. str.	—	W. B. Palmer, R.N.E.	P. & O. S. N. Co.	About 7th May.
JAPAN.	TUMAH	Dut. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	CHOYBANG	Jap. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI.	CHOSUN MARU	Jap. str.	—	T. Suraga	OSAKA SHOSHEN KAISHA	To-morrow, at 8 A.M.
SHANGHAI.	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI.	DELHI	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
SHANGHAI YOKOHAMA & KOBE.	PEKING	Dan. str.	—	Sifford	MELCHERS & Co.	End of April.
SHANGHAI.	SZECHUAN	Ger. str.	1 m.	F. Froesch	BUTTERFIELD & SWIRE	On 1st May, at D'light
SHANGHAI NAGASAKI, KOBE & YOKOHAMA.	DEUTSCHER	Brit. str.	—	—	MELCHERS & Co.	About 4th May.
SHANGHAI.	ANNE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th May, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	SERENGETI	Ger. str.	k. w.	Eckhardt	HAMBURG-AMERICA LINE	On 6th May.
SHANGHAI.	CHINUA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 8th May, at D'light
SHANGHAI, KOBE & YOKOHAMA.	TOURANE	Frenc. str.	—	Laurel	MESSAGERIES MARITIMES	On 9th May, P.M.
SHANGHAI, KOBE & MOJI.	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 17th May, at Noon.
SHANGHAI, KOBE & YOKOHAMA.	SUEVIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINE	On 18th May.
SHANGHAI.	TUMAH	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAKAO (Direct).	SUINGHUKU MARU	Jap. str.	—	K. Muto	OSAKA SHOSHEN KAISHA	To-morrow, at 5 P.M.
ANPING VIA SWATOW & AMOY.	SOBYU MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
TAMSIU VIA SWATOW & AMOY.	DAIJIU MARU	Jap. str.	—	Y. Kikaraki	OSAKA SHOSHEN KAISHA	On 1st May, at 10 A.M.
SWATOW.	HAIKUN	Brit. str.	2 h.	E. Evans	DOUGLAS LAFRAIR & Co.	To-day, at 10 A.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN.	KUICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & FOCHOW.	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIR & Co.	On 29th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW.	LOONGSANG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 3rd May, at 10 A.M.
MANILA.	RUBI	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
MANILA.	TAMING	Brit. str.	1 m.	A. Fraser	SHEWAN, TOMES & Co.	On 30th inst., at Noon.
MANILA.	YUENSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 3rd May, at 3 P.M.
MANILA.	ZAFIRO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., Ltd.	On 6th May, at 4 P.M.
MANILA.	MAUSANG	Brit. str.	—	W. G. Weigall	SHEWAN, TOMES & Co.	On 7th May, at Noon.
SANDAKAN.	BORNEO	Ger. str.	—	F. Sombl	JARDINE, MATHESON & Co., Ltd.	On 7th May, at Noon.
KUDAT & SANDAKAN.	CEYLON MARU	Jap. str.	—	Fred. Tyne	MELCHERS & Co.	On 29th inst., at 9 A.M.
BOMBAY VIA SINGAPORE & COLOMBO.	ROCKHAW	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA.	LAHANG	Brit. str.	—	E. J. Taid	JARDINE, MATHESON & Co., Ltd.	On 3rd May, at Noon.
BATAVIA, CHEEBON, SAMARANG, &c.	THAILAP	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
KUDAT & SANDAKAN ...	"BORNEO" Capt. F. SEMBIL	Friday, 29th April, at 9 A.M.
YOKOHAMA & KOBE ...	"PRINZ WALDEMAR" Capt. F. ISECKE	About 2nd May.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	"GOEBEN" Capt. B. WILHELM	Wednesday, 4th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	"DERFFLINGER" Capt. F. PROSCH	About 4th May.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.	"PRINZ WALDEMAR" Capt. F. ISECKE	Saturday, 21st May, at 10 A.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 26th April, 1910. [5]

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
RIVER CLYDE ...	3913	J. Kerr	On 5th May.
OCEANO ...	4687	P. W. Davies	On 11th June.
KUMERIC ...	4232	J. Mathie	On 5th July.
AYMERIC ...	4363	J. Boyd	On 26th July.
SUVERIC ...	6232	F. S. Cowley	On 23rd August.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 15th April, 1910. [8]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA ...	"TOURANE" Capt. Lancelotti	On 9th May, P.M.
MARSEILLES, VIA PORTS ...	"CACHAR" Capt. Lauriol	On 9th May, 6 P.M.
SHANGHAI, KOBE & YOKOHAMA ...	"YARRA" Capt. —	On 23rd May, P.M.
MARSEILLES VIA PORTS ...	"AUSTRALIEN" Capt. Riglier	On 24th May, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building, 2

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF INDIA" SAT., 14th May	"ALLAN LINE" FRIDAY, 10th June
"MONTEAGLE" TUESDAY, 24th May	"EMPERESS OF BRITAIN" FRI., 1st July
"EMPERESS OF JAPAN" SAT., 4th June	"ALLAN LINE" FRIDAY, 22nd July
"EMPERESS OF CHINA" SAT., 25th June	"EMPERESS OF IRELAND" FRI., 12th Aug.
"EMPERESS OF INDIA" SAT., 16th July	
"MONTEAGLE" TUESDAY, 15th Aug.	

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, ... via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) ... £43 ... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Freya, opposite Blake Pier.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this port for Bombay, &c., on SATURDAY, the 30th April, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOBEA," 10,830 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "BOSTON," due in London on the 10th June, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 18th April, 1910. [1]

## MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTOBE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS—YOKOHAMA: M. ASAKA, Esq. CHINKIANG: Messrs. GRADING & Co. MANILA: Messrs. MACONDRAY & Co.

For Particulars apply to H. OHSHI, Manager, No. 2, Pedder Street, Hongkong, Hongkong, 9th January, 1909. [655]

## Cutler, Palmer &amp; Co.'s



Cutler, Palmer & Co., London.

AGENTS SIEMSEN & CO., HONGKONG.

## VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. str. *Delhi* left Singapore for this port on the 23rd inst., at 10 a.m., with the outward English Mails, and is due here to-day at 5 p.m.

THE AUSTRALIAN MAIL. The E. & A. str. *Empire* left Port Darwin on the 26th inst., for Manila via Timor. The I.C.M. str. *Prinz Waldemar* left Yape on the 24th inst., at 9 a.m., and may be expected here on or about the 2nd prox.

THE CANADIAN MAIL. The C.P.R. str. *Empress of India* arrived at Shanghai at 11 a.m. on



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	Noon, 28th April	Freight only.
GENOA, MARSEILLES, LON- DON, and ANTWERP	Capt. G. W. Gordon, R.N.R.	April	
LONDON via USUAL PORTS	DELTA	Noon, 30th April	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	Capt. B. W. H. Snow	April	
MOJI, KOBE and YOKO- HAMA	SARDINIA	Noon, 5th May	Freight and Passage.
	Capt. C. G. Talbot, R.N.R.	May	
	MOJI, KOBE and YOKO- HAMA	About 7th May	Freight and Passage.
	Capt. W. B. Palmer, R.N.R.	May	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th April, 1910.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAWEI, CHEFOO, & TIENTSIN	"KUEICHOW"	On 27th April, 4 P.M.
SHANGHAI	"CHEYAN"	On 28th April, 4 P.M.
SHANGHAI	"SHECHUEN"	On 1st May, D'light
MANILA	"TAMING"	On 3rd May, 3 P.M.
SHANGHAI	"ANHUI"	On 5th May, 4 P.M.
MANILA	"CHINHUA"	On 8th May, D'light
DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 28th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANTU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.  
REDUCED FARES, Cargo boats through for all Australian, New Zealand and  
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior  
Passenger accommodation with Electric Light throughout and Electric Fans in the State-  
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHEYAN,"  
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout  
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai  
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze  
and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY  
Morning sailings. A Co's launch leaves Murray Pier at 10 O'clock every SATURDAY  
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
transshipment at Woosung.

FARE, 845 SINGLE and 880 RETURN. TELEPHONE 36.  
For Freight or Passage apply to— BUTTERFIELD & SWIRE,  
Hongkong, 27th April, 1910. AGENTS. 10

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSAANG"	Wedday, 27th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wedday, 27th April, Noon.
1 ANILA	"LOONGSANG"	Friday, 29th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 3rd May, Noon.
MANILA	"YUENSANG"	Friday, 6th May, 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 7th May, Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 17th May, Noon.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "MAUSANG" and "FOOKSANG" leave about every 3 weeks for  
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements, and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang  
Taking Cargo on Through Bills of Lading to Kuantan, Lahad, Dabu, Simporna, Tawau,  
Makan, Jesselton and Labuan.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Hongkong, 27th April, 1910. GENERAL MANAGER 14

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN," Capt. Evans	SWATOW	WED'DAY, 27th April, at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOOCHOW.	FRIDAY, 29th April, at 10 A.M.
"HAIHING," Capt. W. C. Passmore	SWATOW, AMOY and FOOCHOW.	TUESDAY, 3rd May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 27th April, 1910.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	End of April.
MARSEILLES, COPENHAGEN and	"CATHAY"	Beginning of May.
BALTIC PORTS		
COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	End of May.

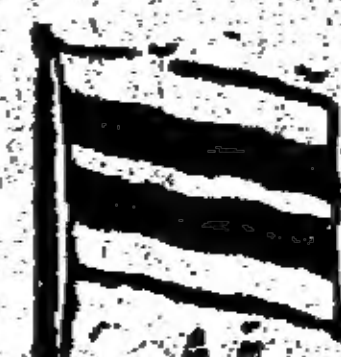
For Further Particulars apply to

MELOHRS & CO.,  
AGENTS.

Hongkong, 15th April, 1910.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	IYO MARU Capt. R. Takeda, HIRANO MARU Capt. H. Eraser,	7,000 9,000	WED'DAY, 11th May, at Daylight WED'DAY, 25th May, at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi,	7,000	SATURDAY, 21st May, from Kobe.

VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato,	7,000	TUESDAY, 24th May, at Noon.
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler,	6,000 6,000	FRIDAY, 13th May, at Noon. FRIDAY, 10th June, at Noon.
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BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne,	6,000	TUESDAY, 3rd May.
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler,	6,000	WED'DAY, 11th May, at Noon.
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KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer,	9,000	THURSDAY, 12th May, at Noon.
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# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	2nd	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
\$120	\$80	\$110	\$70	\$100	\$60
\$90	\$50				

With Option of rail between Calling Ports in Japan.

\* Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States,  
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC  
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki  
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, etc., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER. 13-512  
Hongkong, 16th April, 1910.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.



SHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBY	2540	A. Fraser	Manila	On 30th April, Noon
ZAFIRO	2540	H. Rodger	Manila	On 7th May, Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co.,  
Hongkong, 25th April, 1910. General Managers. 12

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levant, Black Sea and Baltic Ports,  
and all North and South American Ports.  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### HOMEWARD.

FOR ROTTERDAM & HAMBURG:  
S.S. C. FERD. LAEISZ 2nd May.  
FOR MARSEILLES, ROTTERDAM & HAMBURG:  
S.S. AMBRIA 4th May.  
FOR HAVRE & HAMBURG:  
S.S. ALESIA 7th May.  
FOR HAVRE & HAMBURG:  
S.S. ANDALUSIA 18th May.  
FOR HAVRE & HAMBURG:  
S.S. SILENTIA 28th May.  
FOR NEW YORK AND BOSTON:  
S.S. ARAGONIA 19th May.

### OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SENEGAMBIA 6th May.  
S.S. SUEVIA 18th May.  
S.S. ARABIA 2nd June.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong, 27th April, 1910. Hongkong Office. 11

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 "	Jan 25th, at Noon.
S.S. KIYO MARU	17,200 "	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 21st January, 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJMAHI	JAVA	Second half of April	JAPAN	Second half of April
TIJIKINI	JAVA	First half of May	SHANGHAI	First half of May
TIJILATJAP.	JAPAN	First half of May	JAVA	First half of May
TIJIBODAS	JAVA	Second half of May	SHANGHAI	Second half of May
TIJILWONG	JAPAN	Second half of May	JAVA	Second half of May
TIJIPANAS	JAVA	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.  
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 25th April, 1910.

Telephone No. 375.

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND  
RAILWAY AND

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SHANGHAI via SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 28th April, at 8 A.M.
TAKAO (DIRECT)	"SHINCHIKU MARU" Capt. K. MUTO	THURSDAY, 28th April, at 5 P.M.
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## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA—

Date of Despatch from London.	Date due in Hongkong.	Vessels.
8th and 9th inst.	29th inst.	Empress of India.

The Delhi, with the English mail of the 1st inst., left Singapore on Saturday, the 2nd inst. at 10 a.m., and may be expected here to-day, at 5 p.m. The parcel mails closed in London for despatch by the all sea route on the 23rd March and for despatch overland on the 30th March. The Empress of India, with the Canadian mail, left Shanghai on Tuesday, the 26th inst., at 8 p.m., and may be expected here on or about Friday, the 29th inst., at 10 a.m.

FOR	PER	DATE.
Swatow	Haimun	Wednesday, 27th, 9.00 A.M.
Fort Bayard	Sui Cheong	Wednesday, 27th, 9.00 A.M.
Swatow, Amoy and Ningpo	Sosku Maru	Wednesday, 27th, 9.00 A.M.
Meiji, Kobe, Yokohama, Honolulu, Manzanillo, Salina, Cruz, Callao, Iquique, Valparaiso and Coronal	Buyo Maru	Wednesday, 27th, 11.00 A.M.
Meiji, Kobe, Yokohama and Portland	Hercules	Wednesday, 27th, 11.00 A.M.
Shanghai	Choyang	Wednesday, 27th, 11.00 A.M.
Singapore, Penang and Calcutta	Fookwang	Wednesday, 27th, 11.00 A.M.
Hai Phong	Michael Jensen	Wednesday, 27th, 1.00 P.M.
Naseo	Sui Tai	Wednesday, 27th, 1.15 P.M.
Singapore, Penang, Colombo and Bombay	Austria	Wednesday, 27th, 2.00 P.M.
Swatow, Weikow, Chefoo and Tientsin	Queichow	Wednesday, 27th, 3.00 P.M.
Saigon	Bourbon	Wednesday, 27th, 4.00 P.M.
Kobe	Chingfufu	Wednesday, 27th, 4.00 P.M.
Swatow, Amoy, Koochow and Shanghai	Choshun Maru	Wednesday, 27th, 5.00 P.M.
Hongkong	Tsingtau	Thursday, 28th, 11.00 A.M.
SHANGHAI	Delhi	Thursday, 28th, 11.00 A.M.
Macao	Sui Tai	Thursday, 28th, 1.15 P.M.
Shanghai	Chenan	Thursday, 28th, 3.00 P.M.

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